

# Montana and the Sky



Vol. 39, No. 5

MONTANA AERONAUTICS DIVISION

May 1988

## '88 CONFERENCE WRAPPED UP NEW PROJECTS BEGUN

The wrap-up of the 1988 Montana Aviation Conference, planning for 1989, selection of the site for the 1990 Conference, and a statewide public relations effort were major topics of discussion at a meeting of the Aviation Conference Steering committee held in Helena April 15. The group also chose a new name for itself - Aviation Organizations of Montana (AOM) - a name which more accurately reflects its membership and its mission.

Chairman of the group is Russ Pankey, manager of Missoula International Airport, who represents MAMA. Other members present at the April 15 meeting included John Dove representing MPA, Martin Elshire representing MATA, Clayton Wilhelm from EAA, and Lance Edwards, CAP. Representatives from MFF, the 99s, and MAAA were unable to attend.

The group accepted the final financial report of the 1988 Montana Aviation Conference Committee. Seventy percent of the net proceeds from the 1988 Conference and from all Conferences in the future will be administered by the AOM for the betterment of aviation in the state through public relations projects.

Monte Eliason, manager of Glacier Park International, attended the meeting and explained the work he has done to date in researching the possibility of production of an aviation video to be used in schools, service clubs, and the legislature in telling the story of aviation in Montana and its importance to the state economy. At their meeting held during the Conference,

MAMA pledged financial support for the video project and has suggested that other aviation groups follow suit.

After some discussion, AOM also voted unanimous support for the project and pledged funds from the proceeds of the 1988 Aviation Conference. They also decided to use some of the Conference proceeds for support of aviation issues during the upcoming elections and the 1989 legislative session.

Following a review of the bids received from cities wishing to host the 1990 Conference, the AOM selected Helena. This follows the previously set guideline of moving the Conference from east of the Continental Divide to the west on alternate years.

Another item of discussion was a proposal presented by Mike Ferguson to set up a Montana Aviation Hall of Fame and to have the AOM be the sponsoring body. As initially outlined this would be an annual award to honor one or more Montanans who have made outstanding contributions to aviation in Montana through the years. The group voted to sponsor the idea, and Pankey appointed a subcommittee consisting of Lance Edwards, John Dove, and Mike Ferguson to formulate proposed guidelines for instituting a Montana Aviation Hall of Fame. The subcommittee will study the concept and present detailed guidelines back to AOM for formal adoption at a later meeting.

Questions about the Aviation Organizations of Montana can be directed to any of the above-mentioned representatives.

## Airport Safety Inspections Begin

By: David C. Kneedler, Chief  
Airport/Airways Bureau

After a funding delay of nearly six months, the Aeronautics Division is now underway with our fiscal year 1988 Airport Safety Data Inspection Program.

Since 1978 we have been under contract with the Federal Aviation Administration on a yearly basis to inspect a certain number of Montana public-use airports and to process and disseminate information gained through the inspections. This is done in a manner which will be of the most benefit to the aviation community.

Specifically, the data collected is used in the preparation of federal publications such as sectional charts and the Airman's Information Manual. It appears on our state aeronautical chart and Montana Airport Directory, in addition to other industry publications. It is also the main source of material for the FAA's National Flight Data Center airport data base for dissemination of aviation information to the public.

Each of the public-use airports listed in our contract will be visited by a representative of the Aeronautics Division to make a comprehensive inspection of the facility. Prior to these visits, we will attempt to contact the local official responsible for the airport and arrange to meet that person on the site to accompany us during the inspection.

Our primary emphasis is always on safety, and so we are concerned about such things as unmarked obstructions, parked aircraft or other equipment near runways

Continued on Page 7



# Administrator's Column

**Independent FAA.** Senator Ford (D-KY), chairman of the Senate Aviation Subcommittee, has voiced concern over who is running the FAA. Senator Ford is becoming more and more convinced that the FAA should be taken out from under the micro-management of the DOT and made an independent agency. Senator Ford has introduced legislation S.1600 (which has 32 co-sponsors) to accomplish this and is receiving strong support from user groups. It is being said that new DOT Secretary Burnley is actually adding support to this effort by his continued public criticism of the FAA, which has caused considerable embarrassment to FAA Administrator McArtor. One recent public statement Secretary Burnley has reportedly made was that the FAA is an experiment that has failed; and during a hearing before the Senate Aviation Subcommittee, he stated that he has had to "use the bureaucratic equivalent of a cattle prod" to get any action from the FAA to improve safety. During a recent speech, it was reported that National Transportation Safety Board Chairman Burnett has stated that the FAA needs the "over the shoulder" review by the DOT and should not be made a separate agency. I strongly feel that something must be done to set in place a sound national aviation policy because our system has decayed to a point of near chaos. It seems that the FAA is more and more reacting in an institutional knee jerking manner in an attempt to put out brush fires and putting band-aids on things as they pop up. NPRM 88-2 is a perfect example of what I'm talking about.

\* \* \* \* \*

**Montana to Create a Department of Transportation.** It is being reported that a bill will be introduced in the 1989 Montana legislative session to create a DOT. I have been advised that the Aeronautics is one of the divisions being considered for inclusion in the new DOT. In 1977 a DOT bill was also introduced; however, due to a strong lobby opposing the passage, it was killed. The Montana Aeronautics Board, the major airlines, the Air Transport Association, AOPA, and all of the Montana Aviation organizations strongly opposed that 1977 proposed legislation.

\* \* \* \* \*

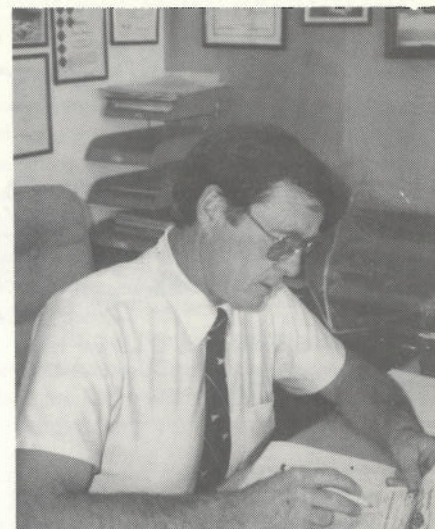
**FAA's Rulemaking Draws Outrage.** Senator Max Baucus has introduced Senate Concurrent Resolution 112 in response to the letters flooding his office expressing strong opposition to the FAA's NPRM 88-2 which, if allowed, will confiscate nearly all of the airspace over the entire nation. Concurrent Resolution 112 expresses the intent of Congress regarding provisions of Public Law 100-202 and 100-223 which Congress passed just before Christmas 1987. All of the Montana Congressional delegation strongly agree that the DOT/FAA's reaction "simply goes too far." It is reported that the FAA's Office of General Counsel has been receiving about 2,000 responses daily to their proposal and has a backlog of over 7,000 which they have not yet opened. Opposition to this ridiculous FAA proposal is not only coming from the small general aviation aircraft pilots, as expected, but from the FAA's air traffic controllers and 747 airline captains as well. I can't help but wonder if they (FAA) are really reading their mail or listening????? We'll see, won't we????? I applaud our Montana Congressional delegation for their response to your letters by demanding an explanation and admonishing the DOT/FAA as to keeping in line with the intent of Congress. I especially applaud Senator Baucus for his deep involvement and introduction of Senate Concurrent Resolution 112.

\* \* \* \* \*

**Bill to Rehire Controllers.** Legislation to rehire 1,000 of the fired air traffic controllers passed the House by a 234 to 180 margin. President Reagan fired about 11,400 air traffic controllers in 1981 for refusing to come to work by engaging in an illegal strike. It is reported that the bill has slim chance in the Senate, and even if it does pass, President Reagan will veto it.

\* \* \* \* \*

**Aviation Users Trust Fund.** The U.S. Treasury Department has reported that the Aviation Users Trust Fund now has a balance of \$10.7 BILLION as of the end of January. WOW!!! It should be pointed that about half of this amount is committed for intended airport and airways projects plus FAA operations and maintenance.



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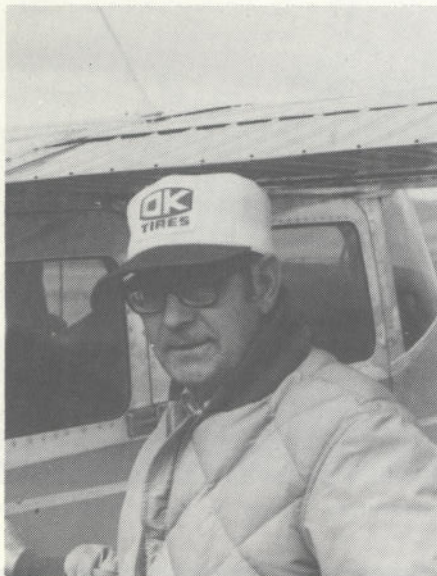
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## Farewell to Andy Morris



The Montana aviation community lost a good friend and aviation supporter with the death on April 8 of Andy Morris of Dillon. Andy died in a crash which also took the life of Montana Secretary of State (and gubernatorial candidate) Jim Waltermire.

J. Andre Morris was the owner and operator of Dillon Flying Service - a business he had operated for 20 years.

Andy was born and attended schools in North Dakota before moving to Bozeman. He graduated in 1942 from Bozeman High School and attended college there before serving in the U.S. Army during World War II.

Following discharge from the service, Andy moved to Livingston. He married his wife Irene in 1947. They moved to Twin Bridges in 1954.

Andy began operating the Dillon Flying Service from Twin Bridges in 1968. He and his family moved to Dillon in 1974.

Active and highly respected in Montana aviation organizations, Andy was a past president of the Montana Aviation Trades Association and a member of the Montana Pilots Association and the Aircraft Owners and Pilots Association. He was also a member of the Kiwanis Club.

Besides his wife Irene, Andy is survived by a son, two daughters, and several grandchildren.

Andy will be sorely missed, especially by those in the aviation community.

## Airport Maintenance

By: Jerry Burrows  
Aviation Representative

Spring is here, the snow is gone, and folks are heading out to the airport to revive/improve their flying skills.

Your airport may need some spring housekeeping to bring it up to par; i.e., runway lights broken by snow plows, windsocks faded and torn, runway and ramp hole filling, etc.

We may be able to help you with runway lights, beacon parts, windsocks, etc. We carry a large inventory of bulbs for most lighting systems as well as replacement parts for low and medium intensity systems. We still have a few rotating beacons available at special rates.

Our supply of 18", 24", and 36" windsocks is good. We've had to pass along our first price increase in 5 years, however. Prices now are as follows:

18" X 7' orange nylon windsocks \$29.00

24" X 8' orange nylon windsocks \$37.40

36" X 12' orange nylon windsocks \$63.00

Runway lighting equipment and bulb prices will be furnished upon request.

Runway lighting radio controllers, photocells and timers can generally be made to function properly by our office.

We also have a video tape on airport inspections available on a free loan basis. Several copies are in stock, so give us a ring if interested.

## Activities Information Wanted

With summer comes an increase in aviation activities, and we'd like to know about them for inclusion in the newsletter. Please let us know in plenty of time so that we can publish the dates in our calendar of events. We will also be happy to print pre-event articles with complete information.

Take lots of pictures, and then send us a follow-up story. We like to have information typed, if possible, to minimize mistakes made in deciphering handwriting. Be sure that any photos sent are well identified. We can use either color or black and white.

The newsletter is sent to the printer within the first ten days of the month and usually is mailed between the 20th and the 25th.

Try to anticipate your publicity needs in plenty of time so we can include your event.

## CALENDAR

**May 21**—MFF President's Fly-In, Kummerfeldts, Nashua.

**May 22-23**—Alberta International Air Show, Canadian Forces Base, Edmonton. (Civil aviation pilots fly in to the Edmonton Municipal Airport - free ground transportation will be provided to the Canadian Forces Base. Call Don Gordon at 403-453-5576 for more information.)

**June 3-6**—MFF Camping Trip. (June 3 - Hamburger fry at Ackley Lake; June 4 - Canyon Ferry; June 5 - Canyon Ferry with side trips to Helena and Frontier Town; June 6 - Holter Lake; June 7 - Home) Call Stroufs at 423-5326 for more information.

**June 3-5**—National Biplane Fly-In, Frank Phillips Field, Bartlesville, Oklahoma.

**June 13-July 1**—Aviation/Aerospace Teacher Workshops.

**June 18**—MFF Man and Woman of the Year Fly-In, Melville.

**July 2-5**—MONTCANASKA Air Tour. (Tentative)

**July 2**—Fly-In/Air Show, Big Sky Airport, Ennis. Contact Tammy Yedinak at 682-7431 or Ed Totten at 682-7182.

**July 3**—IFF Queen's Fly-In, Mary Bogar, Opheim.

**July 9-10**—Big Sky International Air Show, Billings. Featuring Blue Angels, Bob Hoover, Eagles Aerobatic Team, Golden Knights.

**July 15-16**—Schafer Meadows Work Session.

**July 21-24**—Family Fly-In Expo, and Flight Safety Clinic, West Yellowstone.

**July 29-Aug. 5**—EAA Convention, Oshkosh, Wisconsin.

**Aug. 5-7**—MAAA Fly-In, Three Forks. For further information call Bud Hall at 586-3933 or 586-6994 in Bozeman.

**Aug. 13**—Helena Air Fair. Featuring the Thunderbirds.

**Sept. 16-18**—Mountain Search Pilot Clinic, Kalispell.

**Oct. 6-8**—AOPA Convention, Nashville, Tennessee.

**Oct. 7-9**—Montana Flying Farmers Convention, Glasgow.

**Feb. 17-19, 1989**—Flight Instructor Refresher Clinic, Helena.

**March 1-4, 1989**—Montana Aviation Conference, Butte.



# WEST ELEMENTARY'S "SPACE AFFAIR"

By: Fred Hasskamp, Chief  
Safety & Education Bureau

Aviation/aerospace education is "number one" at Great Falls West Elementary School under the leadership of fourth grade teacher JoAnn Eisenzimer.

During the week of April 11 - 15, a special aviation/aerospace program was put on for all of the students at West Elementary each day.

Monday morning when students entered the building they were met with a display of aviation/aerospace related things which filled the entire foyer area. On display was an ultralight aircraft loaned to the school by Tuck Barrett of Cascade and a hot air balloon (deflated) owned and flown for a demonstration by Lee Wheeler of Great Falls. There were displays of model aircraft, a miniature airport built by Bob Linn's second grade students, a miniature space shuttle and launch facility, kites, and much more.

The week also included a live radio broadcast by KMON, films, and a special fly-by on April 13 by the Montana Air National Guard.

The boys and girls (and teachers, too) had a week-long aerospace experience they will never forget, thanks to the efforts of JoAnn Eisenzimer and Bob Linn. Aviation/aerospace education is alive and well in Great Falls!



This "Space Affair" display, spread out under the wings of an ultralight loaned by Tuck Barrett, draws lots of interest.



JoAnn Eisenzimer's classroom at West Elementary shows a room filled with aviation/aerospace activities and displays.



JoAnn's class poses for the cameraman.



Lee Wheeler's hot air balloon decorates a hallway in the school.



## Nav-Aids School Held in Lewistown

By: Jerry Burrows  
Aviation Representative



Second grade teacher Bob Linn shows off the miniature airport built by his students.

★ ★ ★ ★ ★ ★ ★ ★



Pictured at the nav-aids school in Lewistown March 26 are (from left) Bob Lammers, Nebraska; Lyle Jacobsen, Nebraska; Mike Rogan, Helena; Marvin Schock, Choteau; and Ernest Berland, Plentywood.



Other attendees at the nav-aids school are (from left) Bill Franzen, Glasgow; John Sisson, Glasgow; Roy Lachmund, FAA, Billings; Wayne Moritz, FAA, Seattle; John Liebig, FAA, Billings; and Mike Switzer, FAA, Billings.

Lewistown was the site for the third navigational aids school sponsored by the Aeronautics Division.

Montana operates 25 non-directional radio beacons and, through an agreement with the communities, contracts the maintenance for these facilities to qualified electronics technicians.

Topics at the school included NDB field problems and repairs, troubleshooting, antenna tuning, theory, venting and cooling, alarm/monitors, etc. The round table discussions gave the technicians an opportunity to exchange ideas and solve problems for their specific brand of transmitters.

We were fortunate to have the two top technicians from the Nebraska Aeronautics Navigational Aids Division, Bob Lammers and Lyle Jacobsen, give an overview of their program - which includes 33 NDBs, VORs, DME, and weather stations - and also take an active part with the rest of the meeting.

Our "non-fed" stations with instrument approaches were the subject of discussion of the FAA's team of Wayne Moritz, Roy Lachmund, John Liebig, and Mike Switzer. The FAA's programs, rules, log entries, NDB litigation, and technical problems were all covered. The field experience of this team was also very helpful during the meeting.

Sheldon Ridske, Baker; Marvin Schock, Choteau; Nick Poncelet, Columbia Falls; Bob Brenner, Glendive; John Sisson and Bill Franzen, Glasgow; Ernest Berland, Plentywood; John Powell, Billings; and Lloyd Scoles, Sidney, brought a wealth of information from their varied backgrounds. Mike Rogan and I from the Division office rounded out the attendance.

These men are all dedicated to keeping the stations "on the air" as is our office. Occasionally some minor deviations may occur resulting in decreased reception to pilots using the station. Contact the technician. Give him a ride in an aircraft for a firsthand demonstration as to how the system works. This may do wonders for future understanding and performance. Contact our office any time.

A listing of NDB stations, frequencies, and identifiers will be published in a later issue.



# IT'S SPRING—AND TOURS ARE IN FULL FLIGHT

The Montana Aeronautics Division's career awareness tour program is in full swing with tours of the Division's facility, the Helena FAA control tower, National Weather Service, Montana National Guard Aviation Support Facility, CFR, and the Helena Vo-Tech Aviation Maintenance School.

Photos at right and below were taken during a recent tour of Rossiter School students. This is typical of school tours.

Prior to the school tour, Fred Hasskamp spoke to the three classes at the school who took part. Topics covered included: how an aircraft flies, learning to fly, what an FBO does and the services offered, the career opportunities related to each of the businesses or tenants at the airport. Other topics covered were aviation safety, the importance of aviation in our communities and nation. A question and answer session gave students the opportunity to explore areas of particular interest.

Over 500 young people each year have learned about aviation through the career awareness airport tour program.



The fifth graders learn about the airport layout and air traffic control from Bob Keill, controller.



Jack Poppe talks to a group outside the NWS office at the Helena Airport.



Inside the Weather Service, Jack Poppe explains weather reporting procedures.



Happy fliers return from a short orientation flight in the Division's A-36.

## Unnecessary Low Flying A Prescription For Disaster

By: Fred Hasskamp, Chief  
Safety and Education Bureau

With summer around the corner, pilots are anxious to do some sightseeing. Let's make this a safe summer for flying by using good judgement and exercising added caution.

Last year in Montana there were 19 aircraft accident caused fatalities. If you exclude one fatality which resulted because of an ag plane colliding with powerlines, the cause of 100% OF ALL FATAL AIRCRAFT ACCIDENTS IN MONTANA

DURING 1987 was UNWARRANTED LOW FLYING!

This should be a sobering bit of information for all pilots - no matter what experience level one may have reached. These accidents were the result of flying too low while spotting game animals, sightseeing, checking cattle, and buzzing.

A review of FAR (Federal Air Regulation) 91.79, safe altitudes, and a personal commitment on your part as a pilot not to violate this FAR will go a long way toward insuring flight safety.



## Cut Bank Aviation Opens



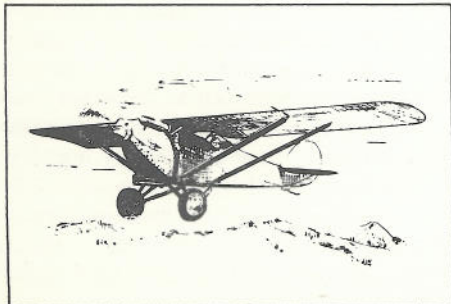
Cut Bank Aviation is the name of the new airport management/FBO at the Cut Bank Airport.

Effective February 1, the Cut Bank Airport Commission became owners of the fueling facilities and announced that Swede and Arnie Lindberg would be managing the airport facilities and operating a fixed base operation on the Cut Bank City/County Airport.

The Lindbergs are not new to the aviation business. Arnie had a spraying operation and repair shop for over twenty-five years in the Cut Bank area. Swede joined his father in the maintenance shop after receiving his A&P in 1985.

All shop work will now be done at the airport shop. Fuel will be available all day-light hours with someone on call anytime. Cut Bank Aviation has a certified instrument flight instructor and aircraft rental.

The Cut Bank Airport has customs and immigration available for flights from Canada. The Cut Bank FSS is open from 6:00 a.m. until 10:00 p.m.



## 99s Report Activities

At the first quarterly meeting of 1988, it was unanimously decided to continue the elected officers a second year. As the treasurer exclaimed "Hey, I'm just getting on to the whole thing!"

Chairman of the Montana 99s is Dorothy Albright, Roundup. Other officers are: Elsie Culver, Big Arm, vice chairman/reporter; Brenda Egge, Lewistown, secretary; Mary LaMoy, Missoula, treasurer; and Jan Anderson, Bigfork, airmarking chairman.

The reason that the statewide meetings are scheduled but four times a year is that Montana is such a large state as well as having many and diversified weather breaks.

As a brief but informative speaker, Lance Edwards presented the Civil Air Patrol. He explained that their three main missions are cadets, emergency services, and aerospace education.

There is to be a Flying Companion Seminar in Bozeman May 7. Linda Marshall of Bozeman is heading up the seminar with Tina Pomeroy, Livingston and Mary LaMoy, Missoula, assisting.

On June 18 there will be an airmarking at White Sulphur Springs. A second one is projected for September 10 in the southwestern part of Montana. It is hoped that these can include some family activity as well as possible overnight.

For more information on 99s activities, contact Dorothy Albright at 323-1011 in Roundup or any of the other listed officers.



## Continued . . .

or taxiways, hazards which may have appeared in runway approach paths. Also of concern are deterioration of pavement surfaces and ensuring that marking and lighting of runways and taxiways is appropriate and in good condition.

We also gather and verify other operational data such as runway length and width, services available (fuel, unicom, tiedowns, etc.), number of based aircraft, number of annual operations, and so on. If an unsafe condition is encountered, it is a definite advantage to have a local official present so that corrective action can be arranged for.

Of Montana's 130+ public use airports, we are contracted to inspect 90 this year, with the FAA processing the remaining number. We believe this to be a worthwhile program which contributes to the safety of our airport system, and we depend upon the support and cooperation of our local airport officials in carrying out this program successfully.

We will make every effort to contact local officials prior to our visits so that they may participate in this program, and we will share the information gained about Montana's airport system with the aviation community at every opportunity.

### All Pilots

All ELT transmissions are now reported to Search and Rescue by satellites.

Before start-up and after shut-down, tune your aircraft receiver to 121.5—your ELT may be transmitting.

## MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

NEW PHONE NUMBER \_\_\_\_\_



## Recreational Flying Reminder

By: Mike Ferguson  
Administrator

The time of year when we again start planning our recreational flying is fast approaching, and I would like to once again remind you that we need to be aware of the "good neighbor policy" which we all need to strive to achieve in flying over designated recreational areas.

Although not a Federal Aviation Regulation (yet), it is recommended by the Federal Aviation Agency that aircraft maintain an altitude of at least 2,000 feet above ground level when flying over national parks, monuments, seashores, lakeshores, recreational areas, scenic riverways, wildlife refuges, big game refuges, game ranges, national wildlife ranges, wilderness, and

primitive areas administered by our federal government.

None of us wants any more federal regulation, so let's all be more aware of the "wilderness values" cherished so much by our fellow neighbors and try to keep our aircraft engine noise impact to a minimum.



### AT UNCONTROLLED AIRPORTS

- Broadcast your intentions
- Listen for other traffic
- Conform to a pattern
- Keep a sharp lookout

## Lewistown Teacher Wins Trip

Brenda Egge, Lewistown, has been chosen as one of 20 Montana teachers to experience life behind the scenes in visiting submarines, naval ships, and helicopters at the San Diego Naval Air Station. Brenda is Secretary of the Montana 99s. She will join a total of 80 western teachers selected for the tour.

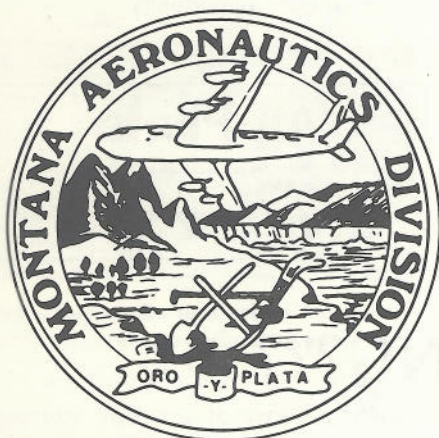
Brenda has been a rural school teacher at Cottonwood Creek near Lewistown for the past three years. Before that she was at Jordan.

2,000 copies of this public document were published at an estimated cost of \$.36 per copy for a total cost of \$728.40, which includes \$543.40 for printing and \$185 for distribution.

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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